

**27 POWER PLAYERS**



# the **ULTIMATE** TRUGGY GUIDE





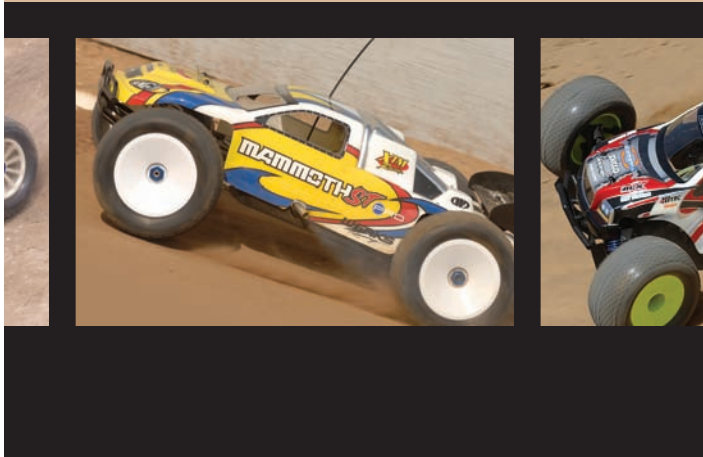
by the RC Monster Trucks Team

**T**ruggy (trug-ee) [n]: 1. The synthesis of a monster truck and a buggy, usually both of 1/8 scale; 2. One of the fastest growing segments of nitro off-road racing.

Truggies bridge the gap between full-blown buggies and the fun and bash-ability of monster trucks. Most of these vehicles are meant to see wide open tracks as well as your local cul-de-sac.

In this guide, you'll find 27 truggies that all meet our definition, but their interpretations are varied. Some play it traditional; some have innovative designs; and some place a high value on luxury. Each is unique, but all are meant to be bashed in the dirt and to have fun with.

**KEY**  
**KIT** = Requires assembly  
**RTR** = Ready to run  
**ARTR** = Almost ready to run  
*Note that prices vary with dealer*



» 2006 RC Car Action  
 Monster Madness Champ  
 » Computer Radio

## CEN Racing

CEN has been at the forefront of racing truggies since their introduction. With wins that span the globe, the Matrix TR Arena and the Matrix TR Arena Factory Race Edition are forces to be reckoned with whenever they hit the track. With captured hingepins, red-anodized aluminum and a plethora of suspension-tuning aids, CEN's Matrix TR Arena is a solid player in an ever increasing field of truggies.

## Matrix TR Arena

### QUICK SPECS

**PRICE** \$480  
**WHEELBASE** 14.5 IN. (375MM)  
**ENGINE** TR .28  
**STARTER TYPE** PULL-START  
**TRANSMITTER** SKYION DIGITAL SPEC AM  
**MODEL NO.** 9561

### STANDOUT FEATURES

- 23MM WHEEL HEXES
- 4-DISC METAL BRAKE SYSTEM
- 1440Z METAL-GEAR BALL-BEARING SERVOS
- 16.5MM SHOCK BODIES
- 6 DIFFERENT ANTI-SQUAT/TOE-IN BLOCKS INCLUDED

### OUR TAKE

The CEN Matrix TR Arena is a great RTR that has the potential to be racetrack-ready without much fuss. It's fast and powerful, thanks to the reliable CEN TR .28 engine. Controlling the Arena is a Skyion DSX radio that has all the adjustments needed and 10-model memory. The TR Arena is a rugged performer that is also affordable compared with other truggies with similar specs.



## ULTIMATE TRUGGY GUIDE

### CEN Racing Matrix TR Arena Factory Race Edition

#### QUICK SPECS

**PRICE** \$500

**WHEELBASE** 14.5 IN. (375MM)

**ENGINE** NOT INCLUDED

**TRANSMITTER** NOT INCLUDED

**MODEL NO.** 9563

#### STANDOUT FEATURES

- 23MM WHEEL HEXES
- 5MM CNC 7075 T-6 RED-ANODIZED ALUMINUM FRONT AND REAR SHOCK TOWERS
- CAPTURED HINGEPINS MINIMIZE THE USE OF E-CLIPS
- HORIZONTAL ARCHED CHASSIS BRACES INCREASE STIFFNESS WITHOUT INCREASING WEIGHT
- 3MM 7075 T-6 ALUMINUM CHASSIS



#### OUR TAKE

The Factory Race Edition chassis is loaded with options meant for the serious racer, and this truggy delivers. The forward-mounted engine allows better weight transfer when coming on and off the throttle. Composite braces keep weight down, the 5mm red-anodized shock towers look trick and stand up to hard landings, and the extended chassis improves stability on rough tracks. These features and many others—combined with a chassis that is loaded with tuning adjustments—make this truggy a winner at the track.

**RTR**



### GS Racing

GS Racing comes to the plate with three versions of its XUT truggy: the XUT RTR, the XUT Pro RTR and the XUT Pro Team kit. Each offers a plethora of suspension-tuning adjustments out of the box—everything from shock positioning to fully adjustable front and rear swaybar systems. The oversize bearings in the hub systems ensure that these truggies can take almost any punishment you can toss at them. The RTR versions come with sweet-looking painted and decaled bodies designed by factory driver Marty Korn.

#### XUT

#### QUICK SPECS

**PRICE** \$430

**WHEELBASE** 14.5 TO 14.7 IN. (370 TO 375MM)

**ENGINE** GS R25MT

**STARTER TYPE** PULL-STARTER/SHAFT-START

**TRANSMITTER** GS TGF2

**MODEL NO.** GSC3060APF

#### OUR TAKE

The R25MT big-block engine and tuned exhaust system create gobs of power. Having all this power is only a good thing if you can fully tap into it, and the XUT can. It has no problem powering through turns while staying totally controllable. Additionally, the XUT takes very little time to go from box to running at the track, and its many adjustments allow you to dial it in to suit your driving style.

#### STANDOUT FEATURES

- 3MM T6 7075 ALUMINUM FRONT AND REAR SHOCK TOWERS
- FRONT AND REAR ARM ADJUSTABLE SWAYBAR SYSTEM
- OVERSIZE BEARING IN FRONT AND REAR HUB SYSTEM
- KORN-DESIGNED, PAINTED AND DECALED BODY
- PREGLUED GS CUBIC TIRES ON GS TRUGGY WHEELS



**RTR**

## HPI Racing

HPI Racing's Hellfire series keeps up the company's tradition of constantly evolving its products (look at the progression of the Savage line as a prime example). HPI also gives hobbyists the options of buying a complete RTR or going the build-it-yourself route. Whether your tastes are for backyard bashing or an all-out assault on the track, HPI has a vehicle for you.

### Hellfire

#### QUICK SPECS

**PRICE** \$560

**WHEELBASE** 13.6 TO 13.8 IN.  
(346 TO 350MM)

**ENGINE** NITRO STAR K4.6 HO

**STARTER TYPE** PULL-START

**TRANSMITTER** TF-3

**MODEL NO.** 10500

#### OUR TAKE

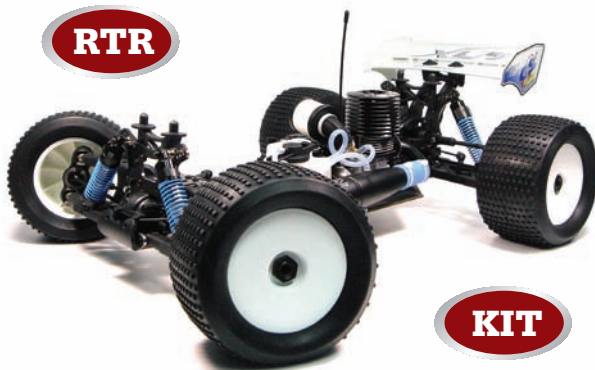
The HPI Hellfire RTR has a highly adjustable suspension and a list of other impressive pro-level features. A reliable Nitro Star K4.6 HO race-tuned engine delivers a ton of torque and has the right gearing for plenty of low-end punch and enough top speed to put a grin on your face. HPI also provides a rechargeable receiver battery and AC wall charger.

#### STANDOUT FEATURES

- INTERNAL FUEL-TANK FILTER AND EXTERNAL FUEL FILTER
- EASY ACCESS TO FRONT AND REAR DIFFERENTIALS
- NO E-CLIPS!
- 24 AVAILABLE SHOCK-MOUNTING POSITIONS
- FOUR DIFFERENT SHOCK PISTONS INCLUDED



**RTR**



**KIT**

## XUT Pro & Pro Team

#### QUICK SPECS

**PRICE** \$485 (RTR); \$510 (TEAM KIT)

**WHEELBASE** 14.5 TO 14.7 IN. (370 TO 375MM)

**ENGINE** GS R25MT (RTR); NOT INCLUDED (TEAM KIT)

**STARTER TYPE** PULL-START; SHAFT START

**TRANSMITTER** GS TGF2 (RTR); NOT INCLUDED (TEAM KIT)

**MODEL NOS.** GSC3050APF; GSC3051

#### OUR TAKE

GS Racing offers two flavors of XUT Pro: one is fully assembled and complete with radio system and engine, the other is a kit that you assemble and supply the engine and radio gear for. Both truggies are set up for competition and include all the features racers demand.

The GS Factory Team option parts make these trucks extra durable and enhance performance.

#### STANDOUT FEATURES

- COMPLETE SET OF LIGHTENED CVD DRIVESHAFTS
- ALUMINUM 13MM BIG-BORE SHOCKS
- INCLUDES MANY GS FACTORY TEAM OPTION PARTS
- 50-PERCENT COMPATIBLE WITH GS CL-1 BUGGY
- GS CUBIC TIRES PREGLUED TO GS DISH WHEELS



## ULTIMATE TRUGGY GUIDE

### HPI Racing Hellfire SS

#### QUICK SPECS

**PRICE** \$480

**WHEELBASE** 13.6 TO 13.8 IN.  
(346 TO 350MM)

**ENGINE** NOT INCLUDED

**TRANSMITTER** NOT INCLUDED

**MODEL NO.** 10504

#### STANDOUT FEATURES

- PREGLUED NUBZ TIRES
- TIN-COATED SUSPENSION PINS
- FINNED, MACHINED-ALUMINUM, PURPLE-ANODIZED ENGINE MOUNTS
- 17MM WHEEL HEXES
- FIBERGLASS BRAKE PADS



#### OUR TAKE

The HPI Hellfire SS costs approximately \$100 less than other "pro kits," and it runs as well as most and better than some. Extra-long arms and gobs of suspension travel keep the Hellfire SS planted; it's pretty much a point-and-shoot truck. Add high-quality machined parts that all fit flawlessly, and you have one sturdy design.



### Jammin' Products

"Jammin'" Jay Halsey has something that no one else will ever have. He has the honor of being the first person to win a national ROAR-sanctioned Unlimited Monster Truck race. Drawing on that experience, Jay designed the X1-CRT. The chassis has "race-day winner" embedded in its aluminum DNA. This racing design is equally at home in the backyard and on the track.

- » 2005 ROAR Nats Champ
- » 2006 Truck of the Year

### X1-CRT

#### QUICK SPECS

**PRICE** \$650

**WHEELBASE** 14.5 IN. (364MM)

**ENGINE** NOT INCLUDED

**TRANSMITTER** NOT INCLUDED

**MODEL NO.** 34963

#### STANDOUT FEATURES

- PRO-LINE CRIME FIGHTER MT TIRES AND FOAMS INCLUDED
- EASY-ACCESS RADIO/BATTERY BOX
- LOTS OF BILLET-ALUMINUM COMPONENTS
- CNC-MACHINED CHASSIS
- FIBER-DISC, ANTI-FADE FRONT AND REAR BRAKES

#### OUR TAKE

It is obvious how much we like the X1-CRT, since it was our pick for Truck of the Year in 2006, and it has proven itself at the track with many podium finishes. The CRT is one of the premier full-blown racing kits on the market, and it excels in handling and durability. Its buggy-like steering, jumping and overall nimble track behavior build confidence and beg its driver to push it harder.





## Kyosho

Kyosho knows a thing or two about winning championships. The Inferno MP 777 1/8-scale buggy set the bar high at its inception, and Kyosho truggies do the same. When the Inferno 777 ST-R made its racing debut at the 2006 Nitro Challenge, Mark Pavidis took it all the way to the top of the podium. Kyosho also designed the US Sports Ready Set to be compatible with many of the hop-ups for the 777 ST-R.

## Inferno US Sports Ready Set

### QUICK SPECS

**PRICE** \$420

**WHEELBASE** 13.7 TO 13.89 IN. (348 TO 353MM)

**ENGINE** GXR28

**TRANSMITTER**

PERFEX 14 DIGITAL

**MODEL NO.** 31354B

### OUR TAKE

The Airtronics MX-A-based Perfex radio and GXR .28 engine are the Kyosho Inferno US Sports' best features. The radio has 12-model memory, dual rate, endpoint adjustment, arc throttle and steering and more on its easy-to-read digital display. The US Sport is a bargain—high performance that won't break the bank.

### » Computer Radio

#### STANDOUT FEATURES

- TEFLON CLUTCH SHOES
- FULL BALL BEARINGS
- HAND-WELDED MANIFOLD
- TUNED MUFFLER
- COMPATIBLE WITH MANY INFERNO ST-R STANDARD AND OPTION PARTS



## Jammin' Products X1-CRT

### QUICK SPECS

**PRICE** \$600

**WHEELBASE** 14.5 IN. (364MM)

**ENGINE** BIG-BORE FORCE .28

**STARTER TYPE** SHAFT-START W/DRIVE UNIT

**TRANSMITTER** OFNA 2-CHANNEL 27MHZ AM RADIO

**MODEL NO.** 34962

### OUR TAKE

With a powerful Force .28 engine and above average handling, the Jammin' X1-CRT RTR has definite track potential. The CRT cranks the wheels with authority thanks, in part, to its Airtronics 94161

steering servo. Factor in the threaded, aluminum-body shocks, rechargeable receiver pack, wall charger and knuckle-friendly shaft-starting, and you have a well-rounded package with racing aspirations.

#### STANDOUT FEATURES

- PAINTED AND TRIMMED BODY
- BRICK-PIN TIRES MOUNTED ON JAMMIN' DISH WHEELS
- 17MM HEXES
- ALUMINUM RADIO TRAY, FRONT TOP PLATE AND CENTER DIFFERENTIAL MOUNT
- ANTI-FADE FIBER FRONT AND REAR DISC BRAKES

## ULTIMATE TRUGGY GUIDE

### Kyosho Inferno 777 ST-R

#### QUICK SPECS

**PRICE** \$750

**WHEELBASE** 13.7 TO 13.89 IN.  
(348 TO 353MM)

**ENGINE** NOT INCLUDED

**TRANSMITTER** NOT INCLUDED

**MODEL NO.** 31352B

» 2006 Nitro Challenge Champ  
» 2007 Silver State Champ

#### STANDOUT FEATURES

- FULL SET OF UNIVERSAL DRIVESHAFTS
- 17MM HEX HUBS
- SEMI-METALLIC BRAKE PADS
- 7075 T6 ALUMINUM CHASSIS
- FULL-SIZE REAR WING



#### OUR TAKE

Kyosho made a name for itself in 1/8-scale buggy racing, and when it entered in the truggy market and released its Inferno 777 ST-R, it was clearly aiming for the same type of fame. The 777 ST-R is not a dressed-up buggy but a full-fledged racing thoroughbred that can round corners with the agility of a touring car and exhibits lightning-fast acceleration; and its suspension can easily soak up any bumps and ruts on the track.



## Mugen

Mugen has a solid reputation in nitro racing. From 1/10-scale all the way up to 1/8-scale, chances are that you have raced or will race a Mugen vehicle. With its long racing experience, Mugen looks to the dirt with the MBX5T and MBX5 Prospec kits. The MBX5T is the standard version, but a lot of hop-ups for the regular are standard parts in the Prospec.

### MBX5T

#### QUICK SPECS

**PRICE** \$490

**WHEELBASE** 14.5 TO 14.7 IN.  
(369 TO 374MM)

**ENGINE** NOT INCLUDED

**TRANSMITTER** NOT INCLUDED

**MODEL NO.** E0020

#### STANDOUT FEATURES

- A7075 T6 ALUMINUM CHASSIS
- ALUMINUM CLUTCH SHOES
- FULL SET OF BALL BEARINGS
- 150CC FUEL TANK
- CAPTURED HINGEPINS (NO E-CLIPS!)

#### OUR TAKE

If you need to keep your eye on your wallet, the standard MBX5T is dialed right out of the box and is much cheaper than the fully optioned race-ready Prospec version. This truck offers many key features that keep it competitive: triple diffs, long-travel suspension arms, big smooth shocks, universal-joint driveshafts, aluminum clutch shoes and a robust 7075 T6 aluminum chassis plate.



## OFNA

OFNA is another mainstay of nitro racing. By specializing in nitro, it can focus on delivering top products. The Hyper ST RTR is geared more for racing, and the Mutilator RTR is more for bashing. With similar prices and excellent features, your only question is, "Where do I want to get my truggy on at?"

### Hyper ST

#### QUICK SPECS

**PRICE** \$500

**WHEELBASE** 14.5 IN. (368MM)

**ENGINE** MAC STAR 28

**STARTER TYPE** PULL-START

**TRANSMITTER** OFNA TX-2

**MODEL NO.** 14331

#### STANDOUT FEATURES

- RUBBER-SEALED BEARINGS
- LOW-PROFILE OVAL AIR FILTER
- METAL-GEAR STEERING SERVO
- MICRO FUEL FILTER
- DUAL DISC BRAKES

#### OUR TAKE

The OFNA Hyper ST RTR steers like a champion and handles bumps and jumps as well as any high-end truggy we've tested. Soft-compound racing tires provide excellent grip on a variety of surfaces, and a high-torque servo with an aluminum servo horn does the work. The .28 engine provides plenty of muscle, and it's all covered by a slammed truggy body that hugs the chassis.



## Mugen MBX5T Prospec

» 2006 ROAR Nats Champ

#### QUICK SPECS

**PRICE** \$630

**WHEELBASE** 14.5 TO 14.7 IN. (369 TO 374MM)

**ENGINE** NOT INCLUDED

**TRANSMITTER** NOT INCLUDED

**MODEL NO.** E0030

#### OUR TAKE

The Mugen MBX5T Prospec is making an impact at nitro events nationwide, and it's a ROAR national champ. With its crisp handling, the MBX5T goes through bumps, jumps and turns with ease. Its machined components are of the highest quality, and upgrades aren't required. This may just be one of the best racing truggies currently available.

#### STANDOUT FEATURES

- A7075 T6 ALUMINUM CHASSIS
- ALUMINUM CLUTCH SHOES
- FULL SET OF BALL BEARINGS
- 150CC FUEL TANK
- CAPTURED HINGEPINS



## ULTIMATE TRUGGY GUIDE

### OFNA Mutilator

#### QUICK SPECS

**PRICE** \$400

**WHEELBASE** 14.5 IN. (368MM)

**ENGINE FORCE** .32

**STARTER TYPE** PULL-START

**TRANSMITTER** OFNA 2-CHANNEL

**MODEL NO.** 34318

#### » Largest Engine

#### STANDOUT FEATURES

- 3HP+ ENGINE
- LOW-PROFILE RADIO BOX
- 150CC FUEL TANK
- FULL BALL BEARINGS



#### OUR TAKE

The OFNA Mutilator RTR's Force .32 big-block engine offers tons of power. The simple chassis layout keeps things easy to work on, and long suspension arms and deeply offset wheels make the Mutilator very stable. This truggy is a blast to drive on any terrain, and it's a great value in the RTR truggy market.



### Robitronic

A relative newcomer to the United States, Robitronic offers the Mantis. It has a 3mm-thick chassis, hefty Axial .28 Spec 1s engine, painted and mounted body and almost everything you need to get outside. The only extras you'll need will be transmitter batteries and engine fuel. It does what a truggy should do: provide hours of driving enjoyment.

### Mantis

#### QUICK SPECS

**PRICE** \$450

**WHEELBASE** 14 IN. (359MM)

**ENGINE** AXIAL .28 SPEC 1S

**STARTER TYPE** PULL-START

**TRANSMITTER** RC2CTS AM

**MODEL NO.** R39071

#### OUR TAKE

The Robitronic Mantis has serious nitro gear: the Axial .28 Spec 1s engine provides considerable power. The unique, good-looking body-on and body-off design works well. With Axial Terrarizer tires and a rechargeable receiver pack with wall charger, the Mantis is a great do-all basher and also a good racing platform for budget-conscious drivers.

#### STANDOUT FEATURES

- RUBBER HINGEPIN HOLDERS (NO E-CLIPS!)
- RED-ANODIZED ALUMINUM CHASSIS
- BRAKE ASSEMBLY ALLOWS QUICK FRONT/REAR BIAS ADJUSTMENTS
- 36 POSSIBLE SHOCK POSITIONS
- EASY ACCESS TO DIFFERENTIALS; JUST REMOVE FOUR SCREWS

## ULTIMATE TRUGGY GUIDE

### Sportwerks

Sportwerks is all about getting you onto the track fast. These truggies both come with the best transmitters in the class. You can choose a JR Racing XR2i AM radio or go all-out with a Spektrum DX2 standard. With top-of-the-line transmitters, tuning options for your carb and chassis and metal-gear servos, what's holding you back?

### Mayhem ST RTR with XR2i or DX2

#### QUICK SPECS

**PRICE** \$500 (XR2i), \$550 (SPM DX2)

**WHEELBASE** 13.5 IN. (342MM)

**ENGINE** SWK .26 RACING

**STARTER TYPE** SHAFT-START W/DRIVE UNIT

**TRANSMITTER** JR XR2i; SPEKTRUM DX2

**MODEL NO.** SWK1210; SWK1211

#### STANDOUT FEATURES

- THREE DIFFERENT CARB INSERTS INCLUDED
- PRECUT PAINTED BODY
- METAL-GEAR SERVOS
- JR RACING OR SPEKTRUM 2.4GHZ RADIO OPTIONS
- ULTRALIGHT SEALED DIFFS

#### OUR TAKE

Starting Mayhem's Sportwerks .26 powerplant couldn't be easier with the spin-start shaft unit, which also includes three different carb inserts. That you can buy the Mayhem ST with a JR XR2i computer radio or a Spektrum DX2 2.4GHz radio raises it to a different level. Throw in a rechargeable receiver pack, a wall charger and a metal-gear servo and go!



### Tamiya

At some point, I bet we've all owned at least one Tamiya vehicle, and now there's a Tamiya truggy. Its new Nitrage RTR is special because it has a modular construction. Tamiya designers were able to take all the things that make truggies what they are and design five modular components. With its ease of maintenance, the Nitrage RTR should be high on your list.

### Nitrage

#### QUICK SPECS

**PRICE** \$550 TO \$575 (ESTIMATE)

**WHEELBASE** 13.9 IN. (355MM)

**ENGINE** FR-32X 5.2CC

**STARTER TYPE** SHAFT-START W/DRIVE UNIT

**TRANSMITTER** ADSPEC GP 2

**MODEL NO.** 43532

#### STANDOUT FEATURES

- FULLY ENCLOSED GEARBOX
- ENGINE CAN PUSH THE NITRAGE TO 37MPH
- MODULAR CONSTRUCTION
- LIGHTWEIGHT SLIPPER CLUTCH
- 150CC FUEL TANK

#### OUR TAKE

The Tamiya Nitrage truggy stands out from the rest with its innovative features such as a fully enclosed gearbox that does away with the ordinary exposed clutch-bell and spur-gear setup and instead uses a dogbone to send power from the engine to the tranny. At .32ci, the FR-32X engine is one of the biggest engines in the group, and with Tamiya's Handy Starter shaft-start system and included glow starter, starting the powerplant is a breeze.

## ULTIMATE TRUGGY GUIDE



ARTR

RTR

- » 2007 Neo Buggy Champ
- » 2007 Nitro Challenge Champ
- » Spread-spectrum 2.4GHz Radio



### Team Losi

Team Losi was one of the first manufacturers to produce a full-fledged race truck—the JRX-T—and it's well-known for its race-inspired vehicles. Today, Losi offers race machines such as the 8IGHT-T as well as crossover vehicles like the Muggy; they are right at home bashing in the backyard and turning laps at the track. The 8IGHT-T truggy is based on Losi's successful 8IGHT buggy that earned *Car Action*'s a "Car of the Year" title. Two versions of the 8IGHT-T are available: an RTR with a Spektrum radio system and a Race Roller, which is factory-built, but you install your own radio gear and engine.

### 8IGHT-T RTR & Race Roller

#### QUICK SPECS

**PRICE** \$750 (RTR), \$680 (RACE ROLLER)

**WHEELBASE** 14.5 TO 14.7 IN.

(368 TO 372MM)

**ENGINE** LOSI 427 (RTR), NOT INCLUDED (RACE ROLLER)

**STARTER TYPE** SHAFT START (RTR), NOT INCLUDED (RACE ROLLER)

**TRANSMITTER** SPEKTRUM DX2 (RTR), NOT INCLUDED (RACE ROLLER)

**MODEL NO.** LOSB0083 (RTR), LOSA0802 (RACE ROLLER)

#### STANDOUT FEATURES

- CAPTURED HINGEPINS
- 4MM MACHINED-ALUMINUM CHASSIS
- SEALED DIFFERENTIAL HOUSINGS
- STAGGERED BRAKE-DISC SIZES

#### OUR TAKE

The 8IGHT-T uses a significant number of innovative features that are carried over from the 8IGHT buggy, so it is no wonder that it performs as well as it does. It feels light and nimble, it reacts quickly to throttle and steering inputs, and it's an agile jumper—all great qualities for racing. We like the Race Roller concept for racers who already own an engine and radio gear, and the RTR version is well outfitted with a Spektrum radio and a powerful Losi 427 engine.

### Team Losi Muggy

#### QUICK SPECS

**PRICE** \$550

**WHEELBASE** 14 IN.  
(355MM)

**ENGINE** LOSI 427

**STARTER TYPE** SHAFT-START W/DRIVE UNIT

**TRANSMITTER** JR RACING XR2I

**MODEL NO.** LOSB0018

#### STANDOUT FEATURES

- JR RACING XR2I TRANSMITTER
- DUAL METAL-GEAR SERVOS
- 3MM MACHINED-ALUMINUM CHASSIS
- SEALED RECEIVER BOX
- PREPAINTED BODY

» Computer Radio



RTR

#### OUR TAKE

The Team Losi Muggy is a well-rounded package that will appeal to racers and big-truck enthusiasts. With class-leading damping provided by giant shocks, the Muggy can easily take the rough stuff. The chassis is uncluttered, and it holds a powerful Losi 427 engine that uses a spin-start system. Losi also includes the JR XR2i computer radio, dual metal-gear steering servos, a rechargeable receiver battery and a wall charger.

## ULTIMATE TRUGGY GUIDE

### TeamVTX

TeamVTX is a newcomer to RC and has come on strong with several off-road, nitro RTRs, including two  $\frac{1}{16}$ -scale vehicles—the VTX-MB1 buggy and the VTX-MST1 truggy—an  $\frac{1}{8}$ -scale buggy (the VTX-B1) and the VTX-ST1 truggy featured here. The minis come equipped with loads of super-tough aluminum option parts along with a powerful TeamVTX .06 pull-start engine. The larger  $\frac{1}{8}$ -scale vehicles come out of the box ready to race with the radio gear installed and the body already mounted.

### VTX-ST1

» Most Affordable RTR

#### QUICK SPECS

**PRICE** \$370

**WHEELBASE** 14.6 IN. (370MM)

**ENGINE** TEAMVTX .26

**STARTER TYPE** SHAFT-START  
W/DRIVE UNIT

**TRANSMITTER** TEAMVTX  
2-CHANNEL

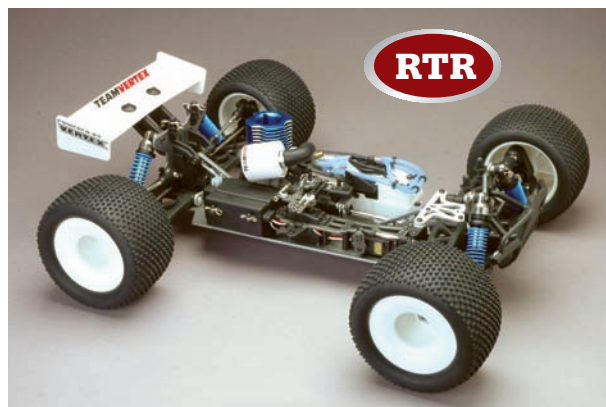
**MODEL NOS.** VTX-ST1-A, VTX-ST1-B

#### OUR TAKE

We like that TeamVTX has equipped its VTX-ST1 truggy with user-friendly features and also assembled a vehicle that can hit the track and race. The shaft-start with drive unit makes it easy to fire the potent TeamVTX .26 engine, and the high-torque, high-speed steering servo is great for moving those big truggy tires. Points are also scored for the two-paint-scheme body options.

#### STANDOUT FEATURES

- HIGH-TORQUE/HIGH-SPEED STEERING SERVO
- 3-SHOE NYLON CLUTCH SHOES
- BIG-BORE ALUMINUM SHOCKS
- POLISHED-ALUMINUM TUNED PIPE AND HEADER
- TWO PAINT SCHEMES TO CHOOSE FROM



### Thunder Tiger

Thunder Tiger's ST-1 RTR is one of the most complete RTRs on the market. It comes with everything except transmitter batteries and fuel. With a package like this, you can go from box to dirt in 30 minutes. Don't feel the need to rush to the track? The ST-1 Pro kit allows you to build it to suit your preferences. In an *RC Car Action* comparison, the ST-1 was bashed for hours and came away unscathed. This is one tough truck.

### ST-1

#### QUICK SPECS

**PRICE** \$720

**WHEELBASE** 13.7 TO 14.4 IN.  
(349 TO 365MM)

**ENGINE** PRO 28 BX-R

**STARTER TYPE**  
PULL-START

**TRANSMITTER**  
ACE JAGUAR T2P

**MODEL NO.** TTR6233-F

#### STANDOUT FEATURES

- 17MM HEX DRIVES
- METAL-GEAR SERVOS
- 150CC FUEL TANK
- FULL SET OF BALL BEARINGS
- VARIABLE TOE AND SQUAT BLOCKS

#### OUR TAKE

All you need to get the Thunder Tiger ST-1 RTR going are batteries and fuel. The ST-1 is a complete package that includes an 1800mAh rechargeable glow igniter with a charger, tools, a fuel bottle and a swaybar kit. With an extremely durable platform, steady off-road handling and good low-end grunt, the ST-1 makes it easy to put in consistent lap times at the track.

## ULTIMATE TRUGGY GUIDE

### Thunder Tiger ST-1 Pro

#### QUICK SPECS

**PRICE** \$370  
**WHEELBASE** 13.7 TO  
 14.4 IN. (349 TO  
 365MM)  
**ENGINE** NOT  
 INCLUDED  
**TRANSMITTER** NOT  
 INCLUDED  
**MODEL NO.**  
 TTR-6237-K10

#### STANDOUT FEATURES

- 7075 T-6 ALUMINUM CHASSIS
- CARBON-FIBER UPPER DECK
- HEAVY-DUTY CV AXLES
- LAYDOWN STEERING SERVO INSTALLATION
- NEW ZERO-OFFSET WHEEL DESIGN



#### » Most Affordable Kit



#### OUR TAKE

Racers who already have their own radio systems and engines and want to hit the track without worrying about buying additional hop-up parts will appreciate the ST-1 Pro. Instead of the many stamped-aluminum parts found on the RTR version, the Pro has super-rigid carbon fiber to reduce its weight. We also like the extra-long suspension arms mated to a super-strong 7075 T6 aluminum chassis that provides great handling on the track.



### XRAY

The XT8 truggy is built to XRAY's usual exacting standards and is made of the best materials, including Ferodo brake-pad material that's the same as Ferrari uses in its full-scale cars. As is usual with a true racing truggy, the choice of powerplant is up to you.

### XT8

#### QUICK SPECS

**PRICE** TO BE ANNOUNCED  
**WHEELBASE** 14.3 TO 14.4 IN.  
 (363 TO 367MM)  
**ENGINE** NOT INCLUDED  
**TRANSMITTER** NOT INCLUDED  
**MODEL NO.** 350200

#### OUR TAKE

The XT8 is all business; the chassis design is focused on exceptional track

performance. We love the high-quality parts and many adjustments that XRAY incorporates in all of its vehicles, and this truggy is no exception. Although this XT8 is based on XRAY's XB8 race buggy, its suspension geometry, efficient drivetrain and gearing were designed for truggy-specific duties.

#### STANDOUT FEATURES

- INCLUDES WHEELS AND TIRES
- UNIQUE C-HUB STEERING BLOCKS W/ADJUSTABLE CASTER
- USES FERODO BRAKE PADS
- 17MM WHEEL HUBS



## ULTIMATE TRUGGY GUIDE

### XTM Racing

XTM Racing offers some of the least expensive truggies, but don't think that a lower price means lower quality. XTM's Mammoth ST RTR and Pro kits offer the same features as more expensive truggies and are just as durable and fun to drive, but they won't wipe out your wallet. If you're curious about truggies or on a tight budget (aren't we all?!), you owe it to yourself to look at XTM.

### Mammoth ST

#### QUICK SPECS

**PRICE** \$400  
**WHEELBASE** 15.5 IN. (393MM)  
**ENGINE** XTM 24.7  
**STARTER TYPE** PULL-START  
**TRANSMITTER** HITEC AGGRESSOR  
**MODEL NO.** 145619

#### OUR TAKE

As its name indicates, XTM's Mammoth ST RTR is larger than most, and it easily soaks up bumps and jumps. A strong Cirrus servo with a claimed 195 oz.-in. of torque helps to point the front end in the right direction. The potent XTM 24.7 engine and 2-speed transmission propel it to blistering speeds that exceed 45mph! Combine those with a Hitec Aggressor radio and a low price, and you have a great value.



#### » Fastest RTR

#### STANDOUT FEATURES

- 17MM WHEEL HEXES
- 2-SPEED TRANSMISSION
- FULL BALL BEARINGS
- ADJUSTABLE CAMBER, CASTER, TOE-IN (FRONT AND REAR)
- GEARBOXES ALLOW EASY DIFF REMOVAL



#### OUR TAKE

Packed with extras, the Mammoth ST Pro comes with three sets of swaybars and tuning springs, diff fluid and machined-aluminum upper and lower arm mounts. And XTM manages to offer all this at a price that's well below those of comparable kits. With its long wheelbase, the Pro handles bumps with less drama than shorter truggies do. It's one tough truck that just plain works.

### Mammoth ST Pro

#### QUICK SPECS

**PRICE** \$450  
**WHEELBASE** 15.5 IN. (393MM)  
**ENGINE** NOT INCLUDED  
**TRANSMITTER** NOT INCLUDED  
**MODEL NO.** 145620

#### STANDOUT FEATURES

- 3 SETS OF DIFFERENT SHOCK SPRINGS
- FRONT AND REAR SWAYBARS IN 3 SIZES
- CLEAR BODY
- CARBON-FIBER RADIO TRAY
- TUNED PIPE



# ULTIMATE TRUGGY GUIDE COMPARISON CHART

		Wheelbase	Width	Weight	Engine displacement	Starter	Transmitter	Type	Price
<b>CEN</b>	<b>Matrix TR Arena RTR</b>	14.5 in. (375mm)	16.34 in. (415mm)	155.2 oz. (4,400g)	.28	Pull-start	Skyion Digital Spec	RTR	\$480
	<b>Matrix TR Arena Factory Race Edition</b>	14.5 in. (375mm)	16.34 in. (415mm)	98 oz. (2,778g)	Not included	—	Not Included	Kit	\$500
<b>GS Racing</b>	<b>XUT RTR</b>	14.5-14.7 in. (370-375mm)	16.54-17.71 in. (420-450mm)	144 oz. (4,100g)	.25	Pull-start/ shaft-start	GS TGF2	RTR	\$430
	<b>XUT Pro RTR</b>	14.5-14.7 in. (370-375mm)	16.54-17.71 in. (420-450mm)	146 oz. (4,150g)	.25	Pull-start/ shaft-start	GS TGF2	RTR	\$485
	<b>XUT Pro Team Kit</b>	14.5 14.7 in. (370-375mm)	16.54-17.71 in. (420-450mm)	146 oz. (4,150g)	Not included	—	Not Included	Kit	\$510
<b>HPI</b>	<b>Hellfire RTR</b>	13.62-13.78 in. (346-350mm)	16.3 in. (415mm)	147.2 oz. (4,173g)	.28	Pull-start	TF-3	RTR	\$560
	<b>Hellfire SS</b>	13.62-13.78 in. (346-350mm)	16.3 in. (415mm)	119.9 oz. (3,405g)	Not included	—	Not included	Kit	\$480
<b>Jammin'</b>	<b>X1-CRT</b>	14.5 in. (364mm)	17.1 in. (434mm)	149.7 oz. (4,243g)	Not included	—	Not included	Kit	\$650
	<b>X1-CRT RTR</b>	14.5 in. (364mm)	17.1 in. (434mm)	150.4 oz. (4,264g)	.28	Shaft-start	OFNA 2-channel	RTR	\$600
<b>Kyosho</b>	<b>Inferno US Sports Ready Set</b>	13.7-13.89 in. (348-353mm)	16.34 in. (415mm)	121.7 oz. (3,450g)	.28	Pull-start	Perfex 14 Digital	RTR	\$420
	<b>Inferno 777 ST-R</b>	13.7-13.89 in. (348-353mm)	16.34 in. (415mm)	134.4 oz. (3,810g)	Not included	—	Not included	Kit	\$750
<b>Mugen</b>	<b>MBX5T kit</b>	14.52-14.72 in. (369-374mm)	17.44 in. (443mm)	144 oz. (4,100g)	Not included	—	Not included	Kit	\$490
	<b>MBX5T Prospec</b>	14.52-14.72 in. (369-374mm)	17.44 in. (443mm)	144 oz. (4,100g)	Not included	—	Not included	Kit	\$630
<b>OFNA</b>	<b>Hyper ST RTR</b>	14.5 in. (368mm)	16.1 in. (409mm)	162 oz. (4,590g)	.28	Pull-start	OFNA TX-2	RTR	\$500
	<b>Mutilator RTR</b>	14.5 in. (368mm)	16.5 in. (419mm)	148 oz. (4,191g)	.32	Pull-start	OFNA 2-channel	RTR	\$400
<b>Robitronic</b>	<b>Mantis</b>	14 in. (359mm)	16.3 in. (415mm)	137 oz. (3,883g)	.28	Pull-start	RC2CTS	RTR	\$450
<b>Sportwerks</b>	<b>Mayhem ST RTR w/XR2i or SPM DX2</b>	13.5 in. (342mm)	16.5 in. (419mm)	149 oz. (4,224g)	.26	Shaft-start	JR XR2i/SPM DX2	RTR	\$500/\$550
<b>Tamiya</b>	<b>Nitrage RTR</b>	13.9 in. (355mm)	16.1 in. (410mm)	TBA*	.32	Shaft-start	Adspec GP 2	RTR	\$500-\$575 (estimate)
<b>Team Losi</b>	<b>8IGHT-T Race Roller</b>	14.5-14.65 in. (368-372mm)	16.37 in. (415.9mm)	135 oz. (3,833g)	Not included	—	Not included	ARTR	\$680
	<b>8IGHT-T RTR</b>	14.5-14.65 in. (368-372mm)	16.37 in. (415.9mm)	135 oz. (3,833g)	.256	Shaft-start	SPM DX2	RTR	\$750
	<b>Muggy</b>	14 in. (355mm)	18 in. (457mm)	185 oz. (5,245g)	.256	Shaft-start	JR XR2i	RTR	\$550
<b>TeamVTX</b>	<b>VTX-ST1</b>	14.6 in. (370mm)	17.3 in. (440mm)	168 oz. (4,763g)	.26	Shaft-start	TeamVTX 2-channel	RTR	\$370
<b>Thunder Tiger</b>	<b>ST-1 RTR</b>	13.7-14.4 in. (349-365mm)	15 in. (380mm)	192 oz. (3,920g)	.28	Pull-start	Ace Jaguar T2P	RTR	\$720
	<b>ST-1 Pro</b>	13.7-14.4 in. (349-365mm)	15 in. (380mm)	192 oz. (3,920g)	Not included	—	Not included	Kit	\$370
<b>XRAY</b>	<b>XT8</b>	14.3-14.4 in. (363-367mm)	16.61-16.92 in. (422-430mm)	79.78 oz. (2,262g)	Not included	—	Not included	Kit	TBA
<b>XTM</b>	<b>Mammoth ST RTR</b>	15.5 in. (394mm)	16.75 in. (425mm)	164 oz. (4,650g)	.247	Pull-start	Hitec Aggressor	RTR	\$400
	<b>Mammoth ST Pro</b>	15.5 in. (394mm)	16.75 in. (425mm)	164 oz. (4,650g)	Not included	—	Not included	Kit	\$450

\*To be announced

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